

REGULATIONS
PERSCRIBED BY THE SECRETARY OF THE ARMY FOR
OHIO RIVER, MISSISSIPPI RIVER ABOVE CAIRO, IL., AND
THEIR TRIBUTARIES; USE, ADMINISTRATION
AND NAVIGATION

(The following are excerpts)

THE LAW

Section 7 of the River and Harbor Act of August 8, 1917, provides as follows:

“That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor, and on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.”

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Ohio River, Mississippi River above Cairo, Illinois, and their tributaries.

THE REGULATIONS

Sec. 207.300 Ohio River, Mississippi River above Cairo, Ill., and their tributaries; use, administration, and navigation.

- (a) *Authority of Lockmasters.*
The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He/she shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorized to give all necessary orders and directions in accordance therewith, both to employees of the government and to any and every person

within the limits of the lock and lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his/her assistants. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of federally constructed mooring facilities.

- (b) *Safety rules for vessels using navigation locks.*
The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:
- (1) *Tows with flammable or hazardous cargo barges, loaded or empty.*
- (i) Stripping barges or transferring cargo is prohibited.
 - (ii) All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.
 - (iii) Spark-proof protective rubbing fenders (“possums”) shall be used.
- (2) *All vessels.*
- (i) Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the lockmaster.
 - (ii) Smoking, open flames, and chipping or other spark-producing activities are prohibited on deck during the locking cycle.
 - (iii) Painting will not be permitted in the lock chamber during the locking cycle.
 - (iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their engines prior to beginning an approach. Engines shall not be turned off in the lock until the tow has stopped and been made fast.

- (v) U.S. Coast Guard regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedure shall wear a life jacket. Vessels not required by Coast Guard regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

- (c) *Reporting of navigation incidents.*
In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:
- (1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.
- (2) Whenever barges are temporarily moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.
- (3) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards.
- (4) In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, a mount of spill, and what recovery or controlling measures are being employed.